

To-day's Advertisements.

ROYAL ANTEDELUVIAN ORDER OF BUFFALOES.

G. L. OF ENGLAND, LIMITED.

"LION AND ROSE"
Lodge No. 1360

THE above Lodge MEETS every TUESDAY, at 7 for 7.30 P.M. in the LODGE ROOM, to Queen's Road Central. Visiting Brethren are cordially invited to attend.
BUSINESS—25th July 1899.
ELECTION, &c.
Hongkong, 22nd July, 1899. [956a]

PUBLIC AUCTION.

MESSRS. HUGHES & HOUGH have received instructions to sell the following LEASEHOLD PROPERTIES, Situate at Victoria, Hongkong, in 40 LOTS, by

PUBLIC AUCTION, ON

THURSDAY, FRIDAY, SATURDAY, and MONDAY,

the 27th, 28th, 29th, and 31st July, 1899, at 2.30 in the Afternoon, at their Auction Rooms, Ice House Lane.

Lot 1.—No. 325, Queen's Road West, Area 778 Square feet, Annual Crown Rent \$6.00.

Lot 2.—No. 323, Queen's Road West, Area 740 Square feet, Annual Crown Rent \$5.80.

Lot 3.—No. 321, Queen's Road West, Area 744 Square feet, Annual Crown Rent \$5.82.

Lot 4.—No. 319, Queen's Road West, Area 736 Square feet, Annual Crown Rent \$5.77.

Lot 5.—No. 317, Queen's Road West, Area 740 Square feet, Annual Crown Rent \$5.80.

Lot 6.—No. 315, Queen's Road West, Area 744 Square feet, Annual Crown Rent \$5.82.

Lot 7.—No. 313, Queen's Road West, Area 744 Square feet, Annual Crown Rent \$5.82.

Lot 8.—No. 311, Queen's Road West, Area 744 Square feet, Annual Crown Rent \$5.82.

Lot 9.—No. 309, Queen's Road West, Area 744 Square feet, Annual Crown Rent \$5.82.

Lot 10.—No. 307, Queen's Road West, Area 744 Square feet, Annual Crown Rent \$5.82.

Lot 11.—No. 305, Queen's Road West, Area 744 Square feet, Annual Crown Rent \$5.82.

Lot 12.—No. 303, Queen's Road West, Area 744 Square feet, Annual Crown Rent \$5.82.

Lot 13.—No. 301, Queen's Road West, Area 744 Square feet, Annual Crown Rent \$5.82.

Lot 14.—No. 299, Queen's Road West, Area 783 Square feet, Annual Crown Rent \$6.16.

The above 14 LOTS forming the whole of INLAND LOT No. 1,273 are held from the Crown for the residue of a term of 999 years.

Lot 15.—No. 173, Praya West, Area 701 Square feet, Annual Crown Rent \$6.14.

Lot 16.—No. 174, Praya West, Area 738 Square feet, Annual Crown Rent \$5.87.

Lot 17.—No. 175, Praya West, Area 734 Square feet, Annual Crown Rent \$5.85.

Lot 18.—No. 176, Praya West, Area 701 Square feet, Annual Crown Rent \$6.14.

The last mentioned 4 LOTS forming the whole of INLAND LOT No. 1,279 are held from the Crown for the residue of a term of 999 years.

Lot 19.—No. 347, 349, 351, and 353 Queen's Road West, with 2 Basements Nos. 7 and 8 in a Lane off Ki Ling Lane, Area 4,712 Square feet, Annual Crown Rent \$27.06.

Lot 20.—Nos. 341, 343, and 345, Queen's Road West, and Nos. 1, 2, 3, 4, 5, and 6, in a Lane off Ki Ling Lane, Area 4,390 Square feet, Annual Crown Rent \$35.37.

Lot 21.—Nos. 335, 337, and 339 Queen's Road West, and one House in the rear Unnumbered and basements, Area 4,304 Square feet, Annual Crown Rent \$31.67.

The last mentioned 3 LOTS forming the whole of INLAND LOT No. 1,270 are held from the Crown for the residue of a term of 999 years.

Lot 22.—No. 30, Cross Street, Wanchai, Area 646 Square feet, Annual Crown Rent \$6.78.

Lot 23.—No. 28, Cross Street, Area 602 Square feet, Annual Crown Rent \$9.12.

Lot 24.—No. 26, Cross Street, Area 594 Square feet, Annual Crown Rent \$8.06.

Lot 25.—No. 24, Cross Street, Area 596 Square feet, Annual Crown Rent \$8.06.

Lot 26.—No. 22, Cross Street, Area 606 Square feet, Annual Crown Rent \$9.12.

Lot 27.—No. 20, Cross Street, Area 600 Square feet, Annual Crown Rent \$9.10.

Lot 28.—No. 18, Cross Street, Area 604 Square feet, Annual Crown Rent \$9.13.

Lot 29.—No. 16, Cross Street, Area 636 Square feet, Annual Crown Rent \$9.60.

Lot 30.—No. 13, Tai Wo Street, Area 830 Square feet, Annual Crown Rent \$12.61.

Lot 31.—No. 12, Tai Wo Street, Area 840 Square feet, Annual Crown Rent \$12.76.

Lot 32.—No. 11, Tai Wo Street, Area 840 Square feet, Annual Crown Rent \$12.76.

Lot 33.—No. 10, Tai Wo Street, Area 879 Square feet, Annual Crown Rent \$13.36.

Lot 34.—No. 8, Stone Nullah Lane, Area 830 Square feet, Annual Crown Rent \$12.61.

Lot 35.—No. 6, Stone Nullah Lane, Area 840 Square feet, Annual Crown Rent \$12.76.

Lot 36.—No. 4, Stone Nullah Lane, Area 880 Square feet, Annual Crown Rent \$13.37.

The last mentioned 16 LOTS forming the whole of INLAND LOT No. 430 are held from the Crown for the residue of a term of 999 years.

To-day's Advertisements.

PUBLIC AUCTION.

THE Undersigned will Sell by PUBLIC AUCTION,

WEDNESDAY, the 25th July, 1899, at 2.30 P.M.

at his Sales Rooms, Zealand Street, No. 2. A LARGE QUANTITY OF USEFUL HOUSEHOLD FURNITURE.

Comprising—
WRITING DESK, ICE BOXES, EASY CHAIRS, WARDROBES, SIDEBOARDS, ROUND AND SIDE TABLES, CHESTS OF DRAWERS, IRON BEDSTEADS, PICTURES, GLASSWARE, CROCKERY, PLATED WARE, &c., &c.

One Blue and White DELFT BREAKFAST SET Complete.

One BROADWOOD PIANO.

One RACHALS PIANO.

Four TYPE WRITERS—Different Systems.

Several Lady's and Gentlemen's BICYCLES.

On View at the Undersigned's.

Catalogues issued Prior to Sale.

TERMS OF SALE—As customary.

PAUL BREWITT, Auctioneer.

Hongkong, 22nd July, 1899. [958a]

BY ORDER OF THE MORTGAGEES.

MESSRS. HUGHES & HOUGH have received instructions from the Mortgagees to sell by

PUBLIC AUCTION, ON

MONDAY, the 14th day of August, 1899, at 3 P.M.

All that very Valuable LEASEHOLD PROPERTY situate at Victoria, in the Colony of Hongkong and Registered in the Land Office as MARINE LOT No. 111 together with the Commodious Godowns thereon known as Nos. 69, 70 & 71, Praya East and 72, 74 and 76, Wanchai Road, the Property is held for the residue of a term of 999 years from the 11th October, 1859 at the Annual CROWN RENT of \$67.10.

Further Particulars and Conditions of Sale may be obtained from

Messrs. DEACON & HASTINGS, Vendor's Solicitors,

35, Queen's Road and from

The Auctioneers.

Hongkong, 22nd July, 1899. [961a]

PKOMENAE CONCERT.

AN open air PROMENAE CONCERT in aid of the Ladies' Hospital Fund, by

Members of the Royal Welch Fusiliers Dramatic Club, will be held at the VOLUNTEER HEAD-QUARTERS, on MONDAY, the 24th instant, at 9 P.M. The Band of the Royal Welch Fusiliers, by kind Permission of Major MORRIS and Officers, R.V.F., will be in attendance. A tent, in which Tea, Ices and Light Refreshments can be purchased will be on the ground. There will also be a Bar at which drinks can be obtained on Payment.

ADMISSION \$1

Members of the H.K.V.C. and Soldiers and Sailors in uniform, 25 cents.

TICKETS can be obtained on application from the Volunteer Head-Quarters, or Messrs. Lane, Crawford & Co., or on night of performance at the gate.

Hongkong, 22nd July, 1899. [962a]

HOWARD'S GODOWNS.

TO BE LET, in one Lot of 16 Godowns, or separately.

Apply to THOS. HOWARD & Co.,

Hongkong, 22nd July, 1899. [957a]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Company's Steamship

"CHELYDRA,"

Captain Davies, will be despatched as above on MONDAY, the 31st instant, at Noon.

For Freight or Passage, apply to

JARDINE, MATHESON & Co., General Managers.

Hongkong, 22nd July, 1899. [960a]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Company's Steamship

"CHELYDRA,"

having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge or remaining on board after Noon, the 25th instant, will be landed at Consignees' risk and expense into Godowns at Insurance has been effected.

Bills of Lading will be countersigned by

JARDINE, MATHESON & Co., General Manager.

Hongkong, 22nd July, 1899. [959a]

FOR SALE.

NOW READY.

HONGKONG RACES, 1899.

THE "HONGKONG TELEGRAPH'S" ACCOUNT OF THE 1899 RACE MEETING

with TABULATED STATEMENTS OF PLACED and UNPLACED PONIES, JOCKEYS and OWNERS.

PRICE 50 CENTS.

Only a limited Number printed. Send Orders early to

The Manager, "HONGKONG TELEGRAPH" OFFICE,

50, Queen's Road Central.

Hongkong, 6th March, 1899.

AN APPEAL.

THE SUPERIORESS OF THE ITALIAN CONVENT, CANON ROAD, begs most respectfully to APPEAL to the Residents of Hongkong and the Port, for their kind patronage and support, and desires to state that she will be pleased to receive orders for all kinds of NEEDLE WORK.

Gentlemen's Shirts made to order, and Cuffs and Collars renewed on old ones.

Ladies and Children's Under-clothing, Children's Dresses, and all kinds of Embroidery Materials can be supplied if required.

The Superiores will also be most grateful for any PATRONAGE of the Poor, and to state that she will be pleased to receive orders for all kinds of NEEDLE WORK.

Hongkong, 22nd April, 1899. [959a]

Intimation.



A. S. WATSON & Co., LIMITED.

IMPORTERS OF HIGH-CLASS

SHERRIES.

B.—SUPERIOR PALE DRY.

dinner wine, Green Seal

Capsule \$10.80

C.—MANZANILLA, PALE

NATURAL SHERRY, White

Capsule 12.00

D.—SUPERIOR OLD DRY.

PALE NATURAL SHERRY, Red

Seal Capsule 12.00

D.—VERY SUPERIOR OLD

PALE DRY, choice old wine,

White Seal Capsule 14.40

E.—EXTRA SUPERIOR OLD

PALE DRY, very finest quality,

Black Seal Capsule (Old

Bottled) 20.40

B, C, and D are excellent dinner

Wines and suitable for invalids and delicate stomachs. D and E are

after-dinner Wines of a very superior vintage. All are true Xeres Wines.

Sample bottles and smaller quantities will be supplied at proportionate wholesale rates.

We only guarantee our Wines and Spirits to be genuine when bought direct from us in the Colony or from our authorised Agents at the Coast Ports.

A. S. WATSON & Co., Limited,

QUEEN'S ROAD CENTRAL.

ESTABLISHED A.D. 1841.

The Hongkong Telegraph

HONGKONG, SATURDAY, JULY 22, 1899.

TELEGRAMS.

(By Telegraph.)

Special to the "Hongkong Telegraph."

H.M.S. "BONAVENTURE" ASHORE.

SHANGHAI, July 21st.

6.57 p.m.

H.M.S. Bonaventure is badly ashore in Comeloy Bay and reports state there is small chance of her getting off.

Upon enquiry at the Commodore's office we were informed that the Bonaventure had been badly ashore, but has been floated and sent under convoy to Nagasaki. The extent of the damage is unknown.—Ed., Hongkong Telegraph.

REUTER'S TELEGRAMS.

GREAT BRITAIN AND THE TRANSVAAL.

LONDON, July 20th.

Mr. Chamberlain in the House of Commons said the Government feels assured that President Kruger having accepted the principle for which the Government had contended, would be prepared to reconsider the details and not allow it to be nullified.

The Natal Parliament has passed a resolution unanimously approving of the Imperial policy.

THE STRAITS CONTINGENT.

Mr. Chamberlain has wired to the Governor of the Straits thanking the Malay States for their loyal offer of 300 men for service in South Africa, and expressing the appreciation of the Government.

WEATHER REPORT.

The Observatory report says:—

On the 22nd at 11.40 a.m. The barometer has risen considerably in the neighbourhood of Shanghai, is unchanged in S. China and has fallen slightly over the Philippines. The typhoon seems to have curved and to be moving Eastwards between Gutzlaff and W. Japan at present. Gradients remain steep for S.W. winds in S. China and over the N. part of the China Sea. FORECAST—Fresh S.W. winds; squally, thunder.

LOCAL AND GENERAL.

The Gymkhana, which was to be given by the Royal Welch Fusiliers this afternoon, was postponed until Saturday next, owing to the bad state of the course.

In the laying of the telegraph cable between here and Macao, the other day, the telegraph ship *Shepard Osborne* established a record, the new cable being laid and in working order in the short time of 31 hours.

J.M.S. Grafton left for England this morning with her paying-off pennant flying. Her yards were manned as she left the buoy and she was loudly cheered by the men of the U.S.S. *Yorktown*. The *Grafton's* crew, returning the compliment, were warmly greeted.

FAITHFULLY YOURS, GWILYN GWYLIT.

Hongkong, July 21st, 1899.

THE FLAQUE.

Cases reported to 21st instant, 1,280.

Do do during past 24 hours, 128.

Total, 1,408.

Deaths reported to 21st instant, 1,210.

Do do during past 24 hours, 121.

Total, 1,331.

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Do do during past 24 hours, 121.

Total, 1,331.

We would call the attention of our readers to the Promenade Concert to be given by the Royal Welch Fusiliers Dramatic Club, on Monday next, at the Volunteer Head-Quarters, full particulars of which will be found in our advertising columns.

A CHINAMAN was this morning, at the Magistracy, sentenced to eight months imprisonment with hard labour, on two counts, six months on the first and two on the second for wounding and cutting two other Chinamen employed on a Junk in the harbour.

We have received the following notice from the manager of the Hongkong Companies, for publication:—Owing to stormy weather in the vicinity of Shanghai, &c., the land telegraphs are being worked with difficulty and telegrams to Yangtse Ports, and North China are in consequence subject at present to great delay.

THE Band of the Hongkong Regiment will play at the Hongkong Hotel this evening from 8 p.m. to 9.30 p.m. The following is the programme:—
1.—March.....Brigade Camp.....Hume.
2.—Overture.....Mazurka.....Anker.
3.—Valse.....Dolores.....Waldteufel.
4.—Fantasia.....Folk Songs of Italy.....Rausperette.
5.—Mazurka.....La Moinne.....Ganne.
6.—Finale.....Potpourri.....Faust.
"God Save the Queen."

A CORRESPONDENT asks us if it is permitted to practise the "Dead March" during business hours on a piano situated in a room facing the principal thoroughfare of the Colony. He states that the mournful tune, played with one finger, is rapidly driving him to the grave. We would suggest the purchase of a phonograph with a good stock of the most popular and lively airs. This set to work in opposition to the one-fingered "Dead March" should have the desired effect.

A HORRIBLE accident occurred at Rome, on the 14th June, during some military captive balloon manoeuvres at Fort Montemario. A sudden gust of wind broke the ropes, which were held by 40 soldiers. The balloon ascended with frightful rapidity, with a soldier named Vacca hanging on the rope. When passing over the Tiber the soldier, who was an excellent swimmer, dropped from a height of 500 metres, but just missed the water and was dashed to atoms on the bank.

THE Perak Art Club intend holding an exhibition of the works of members on the 17th, 18th and 19th of August at the Masonic Hall, Taiping. It will comprise oil and water-colour paintings, pen, pencil and other drawings, photographs, and art needle work. Mrs. J. P. Rodger has consented to present the prizes on the 18th of August at the Hall. Prizes will be offered for the best painting, for the best oil painting, for the best water-colour painting, for the best collection of paintings by any member, subject price, for the best series of photographs, and for the best piece of needlework.

WE should like to call the attention of the Water Authority to the manner in which the water is turned off in Kowloon without due notice being given to householders. On two separate occasions this week the water has been turned off, depriving eighteen houses of this very necessary element, the occupants being unable to provide against this artificial drought by storing water in the houses. Kowloon residents pay high water-rates and it is certainly the duty of the officials to give notice when water is to be cut off, no matter what the reason may be. In Hongkong there appears to be an idea abroad amongst the officials that the public exist for their benefit and they require to be shown that the case is otherwise.

THE Field tells the following story. A rat was caught alive on board a British naval vessel in a trap, and the beast was thrown from the trap into the water without being killed. A large gull that was following in the wake of the ship to pick up scraps of food thrown overboard by the steward swooped several times, endeavouring to pick the rat up. Once the bird got too close to the rat's jaws, and the beast grabbed it by the neck. After a short fight the rat succeeded in killing the bird. When the gull was dead, the rat scrambled upon the bird's body, and hoisting one wing as a sail and using the other as a rudder, succeeded, in steering for the shore. Whether the rat reached shore or not is the question, since the ship soon got out of sight of the skipper and its craft.

PIRACY ON THE WEST RIVER.

It is reported that on Thursday week, the Portuguese steamer *Taiping*

their bats were on the wrong side of the cross, so to speak. But he quietly photographed them from the other side of the frontier, when they were within the Serbian guard-house. They exhibited the most damning evidence of being well-dressed Montenegrins; though, whether the cut of their coats or the slope of their collars convicted them, I have no means of knowing. His report, unfortunately, though substantiated by these photographs, which the Serbian delegates accepted as genuine, appears to be all wrong in its details. Can it be that he thoughtfully keeps both documentary and photographic proofs by him in case of accidents?

Mr. Wyndham's Barracks Bill.
Mr. Wyndham's bill for barracks and military defences says the *Pull Mill*, is a large order, but it would seem that the necessity for a great deal of it is the accumulation of the demands of years. What his predecessors have not had the courage to do with Lord Lansdowne has boldly tackled, and if the present programme is carried out the lot of Tommy Atkins, on the home stations at any rate, will be by no means ideal dwelling places, and we know there are worse. The translation of a large proportion of our army to Salisbury Plain will be good for the men, and the erection of the necessary barracks must follow. As to Wei-mei-wei, its defence will be cheap at £130,000—if it is to be any good to us; much must depend in this regard upon the policy which the Government intend to pursue in China, and we await, with Lord Charles Beresford, the development of that policy.

Wireless Telegraphy in Warfare.
Dropping explosives from war balloons (they have only been dropped in theory and fiction up to the present) is to be prohibited by the Peace Conference also. Still, the balloon is more than ever likely to be found as an accessory to a well equipped Army, since the possibility for using it for wireless telegraphy has been clearly demonstrated. Exhaustive experiments carried out at Aldershot recently between two captive balloons, some miles apart, where most successful messages being communicated with rapidity and clearness. Such communications could undoubtedly be maintained in war between two Armies, even though separated by a hostile force; provided heavy firing does not affect the necessary atmospheric conditions.

The Militia.
Undoubtedly the Militia has proved the best recruiting ground for the Army for many years past. More than half of last year's recruits were from the old Constitutional Force, but the supply is threatened with extinction. Men do not join the Force in sufficient numbers to fully maintain the establishment, drained, as it is by the constant influx to the colours of our Line Battalions. This was seen by last year's decrease of 18,000. But why wait for a moment of national danger when it will be time to learn his business before the foe is at our gates? If two trainings are found necessary to prepare him for the Special Service Section, which is liable for foreign service, not necessarily war, as many are surely required to prepare him to defend his country.

The Guernsey Mutiny.
A Guernsey correspondent writes to the *Times*:—"I see Major Rasch stated in the House on Monday night that the *Times* had reported that the 2nd (North) Guernsey Militia had thrown down their arms and accoutrements and played football with their helmets while on parade. The *Times* received no such report. The facts were as reported. The men were ordered to return their arms and accoutrements; they brought in also their clothing and refused to take them back, and some kicked their helmets about. It was not allowed to have been done on parade. At the District Commandant's Office this (Tuesday) morning the Lieutenant-Governor conferred with the leading employers of labour of St. Sampson's and the Vale concerning the crisis in the North Regiment. The object of the conference was to see if the employers of labour would use their influence with their employees to induce them to return to drill. In the course of the meeting the Lieutenant-Governor was asked whether it was possible for the sentences of three weeks' solitary confinement, remitted if the regiment signified its willingness to drill. The Lieutenant-Governor was unable to make any concession of the kind whatever, but wished to be impressed upon the men that they must return to drill unconditionally. To perform their drill in a proper manner was the only way out of the difficulty. The subject was discussed for some time, and at length it was suggested that no drills should be held till the 14 men are out of prison. This was favourably received by the Lieutenant-Governor. In the meantime no more summonses will be issued."

British Commercial Agents Abroad.
The Government have intimated to the secretary of the Association of the Chamber of Commerce of the United Kingdom that it is their intention to appoint, as an experiment, two or three commercial agents at foreign inland commercial centres of importance. The sole duty of these agents will be to watch and report upon the extent and progress of trade in specified districts and the opportunities of developing British interests. Suggestions are invited from the chambers of commerce as to the localities in which the proposed agencies can be established to the best advantage. Great Britain at present has commercial attaches at Paris, for France, Belgium, and Switzerland; Berlin, for Germany, Denmark, Holland, Sweden, and Norway; Madrid, for Spain and Portugal; Constantinople, for Turkey in Europe and Asia and Bulgaria; Vienna, for Austria, Hungary, Italy, and Greece.

Weighing Paper with Tea.
The *Times* has received from several of the largest and best known tea dealers in London strong protest against the statement made during the hearing of the case against Messrs. Lipton (Limited) that the practice of weighing paper with tea is usual in the trade. One letter says:—"In justice to the trade such a statement cannot be allowed to pass unchallenged. Speaking for ourselves, we have held a leading position in the tea trade in London for over 30 years, and from first to last have always given our customers the tea of the pound, and we shall continue to do so. One of the difficulties which have had to be faced by old-established tea dealers with a reputation to live up to is revealed in this case, and the public will do well to make a note of it in their own interests. Another letter says:—"The custom is happily not general, nor can long existence be expected for it, but it is, in our view, a reprehensible innovation, much to be deprecated, and it is not followed by the leading tea houses. A third firm writes:—"It is obvious that this system of weighing paper with tea places those firms who have refused to follow such usage at great disadvantage in the competition. The statement made at the trial is calculated to do much harm unless they are contradicted equally widely with the publicity given to them in your columns."

THE "AIRLIE" AGROUND.

PORT DARWIN, 30TH JUNE.
News was brought to town on Wednesday night that the E. and A.S.S. Co's steamer *Airlie* had gone ashore on a shoal at the Vernon Islands, about 60 miles from Port Darwin. The *Airlie* was in charge of Captain Kock, and she left here at about 3 a.m. on Tuesday for southern ports, the China Navigation Co's *Taiyuan* being a few hours ahead. At about eight o'clock, the same morning, the *Airlie* grounded on the west spit of East Vernon Island. It was speedily ascertained that no damage was done to the vessel, and Captain Kock at once took steps to get her off, but after jettisoning 160 tons water ballast, 100 tons stone, and 92 tons coal, it was seen there was no hope of floating her then. Signals were hoisted to the *Taiyuan*, which was just ahead, and after the lapse of some hours that steamer drew alongside. Captain Nelson could not be prevailed on to either come back to Port Darwin, to stand by the *Airlie*, or to take on passengers and mails, and as the stranded ship was in no immediate danger the *Taiyuan* went on her way. A boat was then manned and sent on to Port Darwin in charge of the second officer, Mr. Marshall. On Thursday the *s.s. Victoria* left for the scene of the disaster, but it is doubtful if she can be of much assistance. Lighters will be sent down as soon as possible. The *Airlie* is said to be lodged in a safe position on the shoal, and with the fine weather we are having there is no likelihood of the vessel being damaged. Unfortunately the tides are now neaping, so that she will probably have to remain where she is until the springs set in again. The *Vernons* is a very treacherous passage, and more than one other ship has been aground there. The *Taiyuan* many years ago put in quite a spell perched on a flat reef of rocks, much to the joy of local lightermen, who reaped quite a harvest before the ship was safely floated off undamaged. Great sympathy will be felt for Captain Kock, who only very recently received his promotion to the ranks of the Company's commanders, and was very popular with those who travelled with him. The only Port Darwin passenger by the *Airlie* was Mr. C. H. Wright, of the B.A.T. Mr. W. G. Stretford, Collector of Customs, and Marine Board officer, left yesterday to arrange for the supervision of cargo.—*N. T. Times*.

THE AMERICANS IN THE PHILIPPINES.

NEW YORK, June 16th.
Another expression of impatience with the military situation at Manila and at home appears in to-day's *New York Times*. "This is the evident wish of the Philippine situation. By stripping this country of the troops necessary according to all our practice for the peace functions of an army, we are managing to hold our own. But holding our own is not what we are there for. We are there to take possession of the islands. To that object our brilliant victories and feats of arms, by the testimony of the very men who are winning the victories, are bringing us no nearer." This, like the language I quoted lately from the *Philadelphian*, is from an advocate of subjugation. Both are comments following not disaster, but victories. They are now being intended as an attack on the President, who shares with Congress the responsibility of the present unmitigated unreadiness of this country to carry out its policy of conquest. The President's only fault, says the *Times*, is "the huge continuous blunder of keeping Mr. Alger in a place which he has shown himself glaringly unfit to fill." He wants "an irresistible, overwhelming force" sent to the Philippines. But "such a force the President not only has not, but cannot get under the law as the law now stands." He might summon an extra session of Congress, but nobody knows whether Congress would give him more men if he did, and could a new force be made available within less than six months. Good judges like General Lawton still think General Otis's estimate too low, and believe that 100,000 men are required to overrun and occupy the islands, and establish the permanent military supremacy of the United States.—*Times Cor.*

FROM ALL QUARTERS.

Mark Twain's Maxim.
At the close of a humorous speech, at the Whitefriars Club, Mark Twain said he should like to say one serious word which they could carry home to their children and the old people who were not able to come. Let them take this as a legacy from him—"When in doubt tell the truth."

The Spanish Armada.

A very interesting discovery has been made at Dunkirk, says the *Daily News* correspondent at that place, during the excavation for a channel in connection with some dock extensions. Buried in the sand was found an ancient map of war, which is believed to be one of the vessels of the Spanish Armada which was engaged by Sir Francis Drake and dispersed by his five ships off that coast on July 28, 1588. Many of the Spanish vessels were driven ashore and wrecked upon the coast-line between Calais and the Belgian littoral. Three old cannon have also been recovered from the wreck.

What a Gun Can Do when it Tries.

The Vienna correspondent of the *Daily News* tells a good story of the new Mannerlicher rifle. While darning was going on in the big room of a country inn at the summer resort of Podhorz, near Prague, two gentlemen entered the inn and took up a room. They leaned their rifles against the wall. One of the rifles slipped and fell. The ball went through the wooden door, struck a musician sitting beyond, passed through his body, and then through the bodies of five of his companions sitting in a line with him. The first man was killed and the others were seriously wounded.

What is orpenty?

The trainer of the Bengal tigers at Earl's Court has been accused by Mr. Bessie of the local offence of cruelty; but that is all that can be said. Up to May it is a boardman used to enter the cage with the lady and gentleman tigers and jump over the lady. But on that day the gentleman resisted this, laid the dog out with his paw and fixed his teeth in him, and the dog subsequently died. Of course, there could have been no charge of cruelty to the tigers, however much the splendid beasts resented being handled like this in the process of training; the law protects more animals, which alone the law protects, more than it does man. It was held that the law would not consider the tame dog to have been treated with cruelty, because its trainer could not be proved to have known that the poor old creature would be hurt and had not willfully caused the tiger to do so. Mr. Bessie has very sound views about the law.

John Bright's Leader.

Sir Edward Russell tells a story of Mr. Bright as journalist in the *Liverpool Daily Post*, to the effect that there can be no doubt of Mr. Bright's connexion with the old *Morning Star* as part proprietor, nor of his frequent visits to the office, nor of his frequently communicating with the conductors of that paper. On one occasion he did write a leading article. It was long and had due prominence in the paper. But the editor and the other writers thought it poor and lumbering, and it would not have gone in if it had not been written by the great man, whose contribution could not of course be refused. Next day a Tory journal came out with a reply to it, the first sentence of which was as follows: "The great Tribune has laid aside his pen and some miserable hireling of the *Morning Star* has taken it up." Mr. Bright called at the *Morning Star* office that afternoon, and with a placid, good-natured smile said, "I don't think leader writing can be my forte."

The Motor Car.

Hitherto the only danger to the public that has been feared from the multiplication of motor-cars is that of collision, owing to excessive speed or the inability of the driver to control his machine. But the accident which happened between Alfricham and Kautsford recently adds a new terror to life. The oil in a motor-car caught fire and exploded, the occupants were injured, one of them would have been burned to death had he not been promptly rescued from the blazing debris, and his condition is still critical. In the light of that explosion it is possible to imagine a combination of dangers, and a blazing motor-car running amok like a steam locomotive. Decidedly the horse is not likely to be run off the road just yet.

Another Insult to Old Ireland.

Why will true greatness persist in hiding itself under anonymity? It is most tantalizing to be informed that an eminent New York financier and an equally eminent member of the Irish party are conferring together over the purchase of Ireland by "Can" the names of both parties are withheld. Can it be that Dr. Tanner has resigned the appointment of Nationalist Whip to become a grand international and inter-ethnic company promoter? If so, he has to deal with a man who knows what's what. "All things," says the eminent New York financier, "are possible in this age, and on this side of the water nothing is too good to undertake." He adds, with a burst of businesslike candour much to his credit, "The whole business must hinge on the desire of Great Britain to dispense of this property." But why be baffled by trifling obstacles of that kind? There is nothing like a beginning; and the best way would be for the Nationalist to put up the Ulster members in lots, using the House of Commons smoking-room for a show ring.

An Obtrusive White Waistcoat.

A very extraordinary incident took place at Dublin in Nisi Prius Court. No. 1. While the Lord Chief Justice, Sir Peter O'Brien, was engaged in hearing an action against the Dublin Corporation, his lordship said he observed that a case appeared in a white waistcoat, which was Q.C., who was Irish Attorney-General under the last Liberal Government, and who was leading counsel for the Corporation, thereupon endeavoured to cover the offending garment with his silk gown. He made no observation, however, in reply to the Lord Chief Justice, Mr. Roman, Q.C., said that last week in England a judge had stated that he would not hear any barrister who came into court wearing anything that is unprofessional. The MacDermot said he had no intention of doing anything that was unprofessional. He had been in the library, and had hurried down, not having time to change his costume. Mr. O'Shaughnessy, Q.C., here handed a pin to the MacDermot, with which, amid much laughter, he fastened his silk gown in front, so as to hide the obtrusive waistcoat from the sensitive eyes of his lordship.

Aguinado's Death.

Aguinado, says a home paper, has been assassinated again, though a man soon gets accustomed to that when it is done by rumour and not by a knife or revolver. At this rate it will soon be time for Osman Digma to look to his vanishing record. The story does not altogether square with General Otis's cable announcing another attack on San Fernando, led by Aguinaldo, in person; but there is always some hitch of that kind in the sort of story. The rumoured assassins are followers of the late General Luna's and there can be little doubt that the tale is based on some body's idea of retributive justice for the shooting of the Moon. Aguinaldo is the kind of man whose death may be believed in when a coroner's jury has sat upon it, and perhaps not then.

Literary Enterprise.

The master shoemaker of Chelsea who bought from a barrow a book labelled "Oliver Twist," and found that it was "Book II. of St. Hilary of St. Ives," had a difficulty in deciding whether to buy it. He wanted a literary thirteenth, and the gentleman was not a fair substitute, he told the police. Nor did a consideration for the inventor of the book's vendor touch the heart of the "beak." It consisted in purchasing a variety of books that had no history to speak of, and sticking them into covers with the titles of popular novels and other works of renown upon their backs. Thus, "A Settler's View of 'Mansfield'," masqueraded as "Memoirs of a Physician," and harmless as the former was, it was not quite that. It is a curious industry, and quite as profitable, it seems, as the painting of sparrows or the selling of purses full of shillings for sixpence apiece. It is also novel, so novel that the police are taking time to consider what they shall do, while the disappointed inventor languishes under remand. Literary enterprise has no encouragement nowadays.

The Price of a Finger.

If one were a working lad, and lost a finger by an accident, would one consider it adequate compensation to receive a rise of two shillings a week in wages? That is the gist of a case which is before the Northampton County Court judge, before the injured lad's employers refused him compensation on the ground that the Act directs that "the value of the hand" is to be taken into account. The judge awarded the applicant the nominal compensation of a penny per week, so as to allow the question to be raised again if he finds himself injured by the accident in the future. Meanwhile the respondents are going to appeal. It is to be hoped that employers will not be able to evade paying compensation by transferring the claim of an accident to some other innocent member of the work. That surely is not what the Workmen's Compensation Act intended.

THE NAVIGATION OF THE WEST RIVER.

Mr. Hosie, Consul at Wu-chau, the port on the West River of Canton recently opened to trade, says in a report just published, that, though the inland waters of China were thrown open to steam navigation last year, the West River is still practically closed, because the concession is hedged in by so many restrictions for the protection of the revenue of the maritime Customs that it has been almost nullified. The opening of the inland waters to navigation should have been a boon to the domestic trade of China, which requires attention more than the foreign trade, for the latter is fairly well guarded already by the transit of goods system. But domestic trade is overtaxed, for Chinese produce carried from one port to another in foreign vessels is burdened with a duty of 7½ per cent, against 5 per cent if carried from or through any port to a foreign country. Besides, native produce has to run the gauntlet of native Custom-houses and *likin* stations. It would be difficult to say what the total amount of the taxation is, for although there is a published tariff it is not adhered to, the junk masters making the best terms they can with the tax-gatherers. Mr. Hosie gives an example of the manner in which native merchants avail themselves of the foreign treaties to avoid the heavy duties on domestic trade. There is a large trade in paper and prepared tobacco between Fatsien, near to Canton, and Nanning, on the West River; but instead of sending the goods straight up the river to their destination, the Chinese merchants in Fatsien first send them by junk to the new treaty port of Sam-shui, where they are shipped by steamer to Hongkong (in quite the opposite direction to Nanning); then they are brought back in the same steamer, pay the import duty, and the acquired character of foreign merchandise obtain a transit pass, which frees them from all further taxation in the river, and so pass up in this roundabout fashion to Nanning. Thus the Chinese merchant, to evade *likin*, pays two tariff duties and a half (one export, one import, and half for the transit pass), besides freight from Sam-shui to Hongkong and back. Hence Mr. Hosie contends that the mere opening of the inland waters to steam navigation is not enough; the present restrictions must be removed and a revision of the taxation of domestic trade obtained. With the hundreds of miles of navigable waters westward from Wu-chau, only one steam vessel is now engaged. This is a British steamer launch of 2½ tons which tows junks up and down the river, and must not go to the treaty port of Sam-shui, though she can go in sight of it, and no steamer can leave or ship cargo at intermediate places. Mr. Hosie suggests an analogy to the West River regulations—"A tradesman in an English town may supply Nos. 1 and 2 to situated at the respective ends of a street, by a van driven through that street. If, however, he has customers in the intervening houses he must transfer his goods to another van at whichever end of the street he has that option, and after supplying Nos. 2 to 10 from that end and that van only, must return the way he entered, and on no account must he visit or pass the last house at the other end with his second van." The regulations which produce these absurd results appear to be those of the Imperial Maritime Customs.

SHIPPING REPORTS.

Captain Ogata, of the steamship *Maidaura*, from Tamsui, Amoy, and Swatow, reports:—"S.W. wind throughout."

Captain J. T. Davies, of the steamship *Chelydra*, from Calcutta, via Penang and Singapore, reports:—"Fine clear weather, with moderate winds and sea."

Captain W. G. McArthur, of the steamship *Guthrie*, from Melbourne, reports:—"From Melbourne to Sydney experienced strong gale, with very heavy sea. From Sydney right round to Port Darwin moderate and light winds and fine weather prevailed. From Port Darwin to Timor the passage was marked by fresh to strong Easterly winds and fine weather, squally weather with rain prevailed between Timor and Manila. During stay in Manila much rain was experienced. Left Manila with fresh Easterly winds, a few hours' put wind shifted to S.W. and increased to moderate gale, with high beam sea, ship rolling heavily and shipping quantity of water. July 20th, weather improving, wind and sea decreasing. July 21st, fresh breeze and confused sea."

NOTANDA.

CALENDAR.
JULY.
Meteorological means based on fifteen years' observations to 1898.
Barometer.....29.738
Thermometer.....81.6
Humidity.....83.0
Rainfall.....14.210

YESTERDAY.
WEATHER REPORT.
On date at On date at
Time at Time at
Barometer.....29.66 29.59
Temperature.....79 78
Humidity.....87 93
Rainfall.....0.37 —

TO-DAY.

Saturday, 22nd July, 1899.
(St. Mary Magdalene).
Chinese—1st of 6th moon of 25th year of Kwang-shi..... 3hr. 20min.
Sun—Rises..... 5hr. 20min.
Sets..... 5hr. 43min.
High water—Morning..... 3hr. 30min.
Afternoon..... 3hr. 45min.
Low water—Morning..... 3hr. 45min.
Afternoon..... 3hr. 55min.

ANNIVERSARIES.

1863—The American barque *Bertha* unsuccessfully attacked by pirates near Stone-cutter's Island.
1864—The *Providencia*, coal ship, discovered off Hakodate with only 42 coolies on board and 10 Europeans.
1873—The *s.s. Menard* lost on the Philippine Islands.
1882—The Yellow River burst its banks at Chang-kin; great floods.
1886—Marriage of Prince Carl of Denmark and Princess Maria of Wales.
1898—Aguinaldo declares himself Dictator.

TOMORROW.

Sunday, 23rd July, 1899.
Chinese—10th of 6th moon of 25th year of Kwang-shi..... 3hr. 20min.
Sun—Rises..... 5hr. 20min.
Sets..... 5hr. 43min.
High water—Morning..... 3hr. 30min.
Afternoon..... 3hr. 45min.
Low water—Morning..... 3hr. 45min.
Afternoon..... 3hr. 55min.

ANNIVERSARIES.

1863—Thirty-eight convicts drowned in Hongkong harbour by the capsizing of a boat.
1882—Armed attack on Japanese Legation at Seoul, Korea, and eight of its members killed.
1892—Loss of the ship *North American* in the Kii Channel.
1896—Loss of the German gunboat *Iliss* and her crew with the exception of ten men.

AGENDA.

TO-DAY.
Transfer Books of the Hongkong Land Investment Co. Ltd. closed till 25th inst.
TO-MORROW.
CHURCH SERVICES.
St. John's Cathedral:—Communion, 7 a.m., 10 a.m., 12 a.m., Evensong, 5.45 p.m.
Roman Catholic Cathedral:—Mass at 6 a.m., 7 a.m., 8 a.m., and 9.30 a.m. Benediction, 5 p.m.
Union Church:—Services, 11 a.m. and 6 p.m.
German Bethesda Chapel: West Point:—Morning Service, 11 a.m.
St. Francis Church, Wanchai:—Mass (Chin.), 6 a.m., (Port.), 7.30 a.m. Benediction, 5 p.m.
St. Joseph's Church, Garden Road:—Morning Service (English), 9 a.m.
St. Anthony's Chapel, West Point:—Mass, 8 a.m.
Wesleyan Methodist Church:—Services, 10.30 a.m. and 5.45 p.m.
St. Peter's Seamen's Church:—11 a.m. and 6.30 p.m.

SHIPPING AND MAIL NEWS.

MAILED DUE.
German (*Prinz Heinrich*) 25th inst.
Indian (*Lightning*) 26th inst.
Canadian (*Empress of China*) 2nd prox.
American (*City of Rio de Janeiro*) 4th prox.
American (*Nippon Maru*) 6th prox.
American (*Coptic*) 13th prox.

The steamer *Kamakura Maru* (Europe Line) left Moji for this port this morning and is expected to arrive here on the 26th inst.

HONGKONG AND WHAMPOA DOCK RETURNS.

Isle de Cuba..... at Kowloon Dock.
Isle de Luzon..... " "
H.M.S. *Albatross*..... " "
Holstein..... " "
Halloung..... " "
Agnes..... " "
Kinslie Maru..... " "
D. Juan d'Australia..... Cosmopolitan
Ticonderoga..... " "
Stanfield..... Aberdeen

PASSED THE CANAL.

Outward—23rd June—*Benueze*, 27th June—*Needles*, 30th June—*Formosa*, 3rd July—*Alaska*, 7th July—*Thyris*, 10th July—*Ernest Simons*, 13th July—*Benueze*, 16th July—*Thyris*, 19th July—*Canton*, 22nd July—*Pyrrhus*, 25th July—*Pyrrhus*, 28th July—*Pyrrhus*, 31st July—*Pyrrhus*, 3rd August—*Pyrrhus*, 6th August—*Pyrrhus*, 9th August—*Pyrrhus*, 12th August—*Pyrrhus*, 15th August—*Pyrrhus*, 18th August—*Pyrrhus*, 21st August—*Pyrrhus*, 24th August—*Pyrrhus*, 27th August—*Pyrrhus*, 30th August—*Pyrrhus*, 31st August—*Pyrrhus*, 1st September—*Pyrrhus*, 2nd September—*Pyrrhus*, 3rd September—*Pyrrhus*, 4th September—*Pyrrhus*, 5th September—*Pyrrhus*, 6th September—*Pyrrhus*, 7th September—*Pyrrhus*, 8th September—*Pyrrhus*, 9th September—*Pyrrhus*, 10th September—*Pyrrhus*, 11th September—*Pyrrhus*, 12th September—*Pyrrhus*, 13th September—*Pyrrhus*, 14th September—*Pyrrhus*, 15th September—*Pyrrhus*, 16th September—*Pyrrhus*, 17th September—*Pyrrhus*, 18th September—*Pyrrhus*, 19th 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Intimations.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY.)



PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
KASUGA MARU.....	NAGASAKI, KOBE and YOKO.	THURSDAY, 27th July, at 4 P.M.
E. W. Haswell.....	HAMA	THURSDAY, 27th July, at 4 P.M.
KAMAKURA MARU.....	MARSEILLES, LONDON & ANTWERP via SINGAPORE, PENANG, COLOMBO and PORT SAID.	THURSDAY, 27th July, at 4 P.M.
*KINSHU MARU.....	VICTORIA, B.C. and SEATTLE, U.S.A. via KORE and YOKOHAMA.	THURSDAY, 27th July, at 4 P.M.
YAWATA MARU.....	THURSDAY ISLAND, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE.	FRIDAY, 28th July, at 4 P.M.
A. E. Moses.....	VLADIVOSTOCK, VIA SWATOW, AMOY, SHANGHAI, CHEFOO, CHEMULPO and NAGASAKI.	THURSDAY, 3rd August, at Noon.
ISENDAI MARU.....	H. Petersen	THURSDAY, 3rd August, at 4 P.M.
MIKE MARU.....	S. Kawamura	THURSDAY, 3rd August, at 4 P.M.

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† Cargo and Passengers for VLADIVOSTOCK will be forwarded on from NAGASAKI by S.S. "KOSAI MARU."

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A. S. MIHARA, Manager.

Hongkong, 20th July, 1899.

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Taking Cargo at through rates to PERSIAN GULF and BAGDAD, also BARCELONA, VALENZA, ALICANTE, ALMERIA and MALAGA.

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*DOMENICO BALDUINO.....Caneva.....5th August.
*SINGAPORE.....Pizzarello.....2nd September.
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SOLE AGENTS.

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TERMS VERY MODERATE.

Consultation free.

Hongkong, 7th September, 1898. [4]

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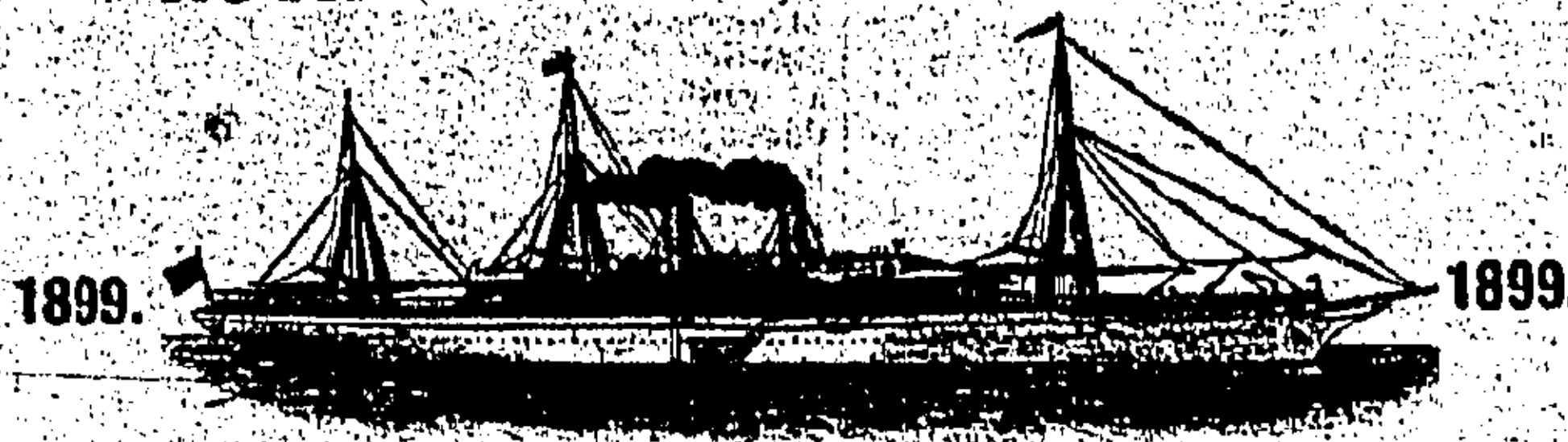
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1899.

SAFETY. SPEED. PUNCTUALITY.

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Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

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EMPRESS OF CHINA...Comdr. R. Archibald, R.N.R...WEDNESDAY, 9th Aug, 1899.

EMPRESS OF INDIA...Comdr. O. P. Marshall, R.N.R...WEDNESDAY, 30th Aug, 1899.

EMPRESS OF JAPAN...Comdr. G. D. Bowles, R.N.R...WEDNESDAY, 27th Sept, 1899.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND

SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER

(B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and

make connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS

of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM

THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made

at Montreal, Quebec, Halifax-New York and Boston with all Trans-Atlantic Lines, which

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Passengers booked through to all principal points and AROUND THE WORLD.

Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval,

Military, Diplomatic and Civil Services, and to European Officials in the Service of China and

Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS

(second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL

TRAINS (the Company having received the highest award for same at recent Chicago World's

Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY

through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated

by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide, Books, Rates of Passage, &c., apply to

D. E. BROWN, General Agent, Pedder's Street. [3]

Hongkong, 19th July, 1899.

TOYO KISEN KAISHA.

TO SAN FRANCISCO, VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

NIPPON MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Thursday, 3rd Aug. at Noon.

AMERICA MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Tuesday, 29th Aug. at Noon.

HONGKONG MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Saturday, 23rd Sept. at Noon.

THE Steamship

"NIPPON MARU" will be despatched for SAN FRANCISCO, VIA SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on THURSDAY, the 3rd August, at Noon, taking

Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and Passengers are allowed to break their

journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic

lines of steamers, and to the principal cities of the United States or Canada. Rates may be

obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail

routes from San Francisco including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION

PACIFIC, DENVER and RIO GRANDE, and the CANADIAN PACIFIC RAILWAY on payment of

4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have between

San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC,

UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways and from

Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military,

Diplomatic, and Civil Services, to European officials in the service of China and Japan, and to

Government officials and their families.

Through Bills of Lading issued for trans-shipment to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities

of the United States, via Overland Railway to Havana, Trinidad, and Demerara, and to ports in

Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel

Packages will be received at Office until 5 P.M. same day; all Parcel Packages should be

marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the

United States should be sent to the Company's Office in Sealed Envelopes, addressed to the

Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN, Agent.

Hongkong, 19th July, 1899. [1310]

Hotel

WINDSOR HOTEL.

HONGKONG.

STRICTLY FIRST CLASS.

PASSENGER ELEVATOR from 1st

FLOOR to each floor. BATHS

and LOUNGE.

MONTHLY RATES GIVEN NOW.

J. S. VAN BUREN, Agent.

Hongkong, 19th July, 1899.

[1310]

Mails.

NORDDEUTSCHER
LLOYD.

(Freight Service.)

HAMBURG-AMERIKA
LINIE.

(East Asiatic Service.)

(Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS.)

PROJECTED SAILINGS FROM HONGKONG
SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
E. RICKMERS.....	HAVRE and HAMBURG.	2nd August. Freight.
H. Jacobs.....	(LONDON with transshipment in HAMBURG)	About 6th August. Freight and Passage.
*SILESIA.....	HAVRE and HAMBURG.	About 17th August. Freight.
Behrens.....	(LONDON with transshipment in HAMBURG)	About 31st August. Freight.
WITTENBERG.....	HAVRE and HAMBURG.	About 6th September. Freight and Passage.
Madsen.....	(LONDON with transshipment in HAMBURG)	About 17th September. Freight.
ALESIA.....	HAVRE and HAMBURG.	About 31st September. Freight.
Knuth.....	(LONDON with transshipment in HAMBURG)	About 6th October. Freight and Passage.
SAXONIA.....	HAVRE and HAMBURG.	About 17th October. Freight.
Krech.....	(LONDON with transshipment in HAMBURG)	About 31st October. Freight.

* These Steamers have Superior Accommodation for Passengers and carry a Doctor and a Stewardess.

Calling at NAPLES for Passengers only, if sufficient inducement offers.

For further particulars as to Freight, Passage, &c., apply to

CARLOWITZ & CO., Agents.

[981]

CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH THE ATCHESON TOPEKA & SANTA FE RAILROAD CO.

PROPOSED SAILINGS FROM HONGKONG TO SAN FRANCISCO

VIA INLAND SEA OF JAPAN AND HONOLULU.

Taking Cargo and Passengers to Japan Ports and HONOLULU, the UNITED STATES, MEXICO, CENTRAL & SOUTH AMERICA, &c.

Carmarthenshire.....2,929.....about.....July 30

Carlisle City.....3,002.....about.....Aug. 15

Thyra.....3,406.....about.....Sept. 15

Belgian King.....3,379.....about.....Oct. 15

THE Steamship

"CARMARTHENSIRE" will be despatched for SAN FRANCISCO and SAN DIEGO via NAGASAKI, KOBE, YOKOHAMA and HONOLULU, on or about the 30th instant.

Through Bills of Lading issued to any point in the United States.

Cargo will be received on board until 5 P.M. the day previous to sailing. Parcel packages

will be received at the OFFICE until the same time. All parcels should be marked to address in full. Value of same is required.

Consular Invoices, to accompany Cargo destined to points beyond San Diego, should be sent to the Company's Office, addressed to the

Collector of Customs, San Diego.

For further information as to Freight or Passage, apply to

BUTTERFIELD & SWIRE, Agents.

Hongkong, China and Japan.

Hongkong, 19th July, 1899. [1310]

U.S. MAIL LINE.

PACIFIC MAIL STEAMSHIP CO.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG:

City of Rio de Janeiro (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Saturday, 12th Aug. at Noon.

City of Peking (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Thursday, 7th Sept. at Noon.

China (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Tuesday, 3rd Oct. at Noon.

THE U.S. Mail Steamships.

"CITY OF RIO DE JANEIRO" will be despatched for SAN FRANCISCO, VIA SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on SATURDAY, the 12th August, at Noon, taking

Passengers and Freight for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their

journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic

lines of Steamers, and to the principal cities of the United States or Canada. Rates may be

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For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN, Agent.

Hongkong, 19th July, 1899. [1310]

NORDDEUTSCHER LLOYD.

NOTICE

STEAM FOR SINGAPORE, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN AND HAMBURG.

PORTS IN THE LEVANT.

BLACK SEA AND BALTIC PORTS.

LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

THE COMPANY'S STEAMERS WILL CALL AT SOUTHAMPTON, LONDON, PASSENGERS AND LUGGAGE.

N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

Prima Hanseatica.....Wednesday 16th Aug.

Prussia.....Wednesday 13th Sept.

Sachsen.....Wednesday 13th Oct.

Bayern.....Wednesday 13th Nov.

König Albert.....Wednesday 13th Dec.

Prinz Heinrich.....Wednesday 17th Dec.

Prinzessin.....Wednesday 16th Jan.

Kaiser Wilhelm.....Wednesday 24th Jan.

Sachsen.....Wednesday 12th Feb.

Bayern.....Wednesday 12th Mar.

WEDNESDAY, the 26th day of August, 1899, the day of departure of the steamship "Prima Hanseatica" for SINGAPORE, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN AND HAMBURG.

The day of departure of the steamship "Prima Hanseatica" for SINGAPORE, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN AND HAMBURG.

The day of departure of the steamship "Prima Hanseatica" for SINGAPORE, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN AND HAMBURG.

The day of departure of the steamship "Prima

emy sufficiently to retire, and wring the
of beer from our eyes. We saved our

"The man to the left of the other beer-baker was a
 small, thin, dark, and very old man, with a long, thin
 nose, and a beard, and a pair of eyes that were
 like two small, dark, and very old eyes. He was
 a crockery-like snowflake. Then it lodged
 in the empty rack, and lay winking at the
 sole, far below. Meanwhile, our danced all
 the supper-beer, and all the dinner-beer,
 for, for many days to come. If any one
 never knew how to put a quart into a pint
 out, it was the man who filled our
 sweet little barrel. There must have been at
 least a thousand gallons of so-called mild ale
 in that old-fashioned, old-fashioned, old-fashioned
 of a tub every day of his time, but it ex-
 hausted us first. When all was over, there
 was, perhaps, a quart of muddy-looking stuff
 at the bottom; but you might read in
 the cook's expressive countenance that, as far
 as she was concerned, it was neither dinner-
 nor supper-beer for her."

So, after all, we shall have to send for the
 forman drayman to take away that tiger-cub
 of a beer-barrel and bring us another, and
 that will be the end of it all! Mamma trembles
 to think. But I tell Mamma, in my vulgar
 way that it serves her quite right.

An experiment has been tried in connection with one of the religious denominations at Knighthorpe. A few months ago a penny was given to each of 13 children, who were told to spend it as they thought fit. The result of the trading with it. The money was all spent, and it was to be given to the support of a child in a mission school at Chota Nagpur. The experiment proved a great success, for the pennies received realized no less a sum than £25.5s. 5d. One child started with a penny worth of butter and sugar. In order to trade in for a second penny, he had to give up the butter and sugar, and purchased half penny glasses of lemonade. The recreation class, the most successful of the day, earned 12s.

Continuing, the general said:—"From that moment (that is, when he takes the above oath) he must be prepared to do what he can for the country, and I must have the power of calling upon him to defend the country and fight with the burghers when necessary. After two, three, or four years he shall be entitled to get full franchise powers upon the following conditions:—He must go to the Field Cornet and take two respectable and respected burghers with him, and say to the Field Cornet:—'I, *so-and-so*, a respectable citizen so many years (two, three, or four years) in the country, I fulfilled the requirements of the law when I came into the country; I have since observed the laws and worked in the interests of the country; I have brought with me here two respectable and respected burghers of the country, who approve of my person; now, therefore, I demand full franchise powers for myself.' He must not then come crawling on his knees, begging with outstretched hands, 'Oh, please give me the franchise'; no, he must stand up and say he *deserves* it (repeated the general, emphasizing considerable emphasis upon the word *deserves*). And then he shall get the franchise and shall be a burgher of the country and enjoy the privileges every other burgher enjoys; but being indebted to anybody for having helped at the franchise. This is my scheme, which I have entertained for, as I said, the last ten years, and now you know it."

"Yes, general," said I, "happy is the day when your scheme becomes law, for I am sure that at a single respectable Ufflander would object any of the stipulations contained therein; on the contrary, they would receive it with joy."

"I should think so," retorted the general, "and I am sure that if this scheme is made law, the difficulties which are present in the country, and which have been experienced, and we can all live together happily and peacefully, and the country will prosper and flourish."

I now referred to the oath of allegiance contained in the general's scheme, and told him that at the present form of oath of allegiance to the Republic was declared by the Ufflanders to be one of the chief obstacles in their way to the franchise.

The form of oath I gave you just now," replied the general, "is quite satisfactory for me, as an Englishman, Frenchman, or German comes to me and wants the franchise, I don't want to know if Queen Victoria is a beautiful woman, the French President a good man, or the Kaiser a bad man. No, that has got nothing to do with me, and I do not want an Englishman, Frenchman, or German to declare that he is no Englishman, Frenchman, or German. That has got nothing to do with the question at issue; when he wants the franchise, and that question is, 'Will you be faithful to the South African Republic and its burghers?' If he is willing to swear that he will be so, it is quite enough for me, and I shall accept him as a burgher. I know quite well what you call clause demanding the renoucement of one's former Sovereign, King, or Prince &c., but in the present allegiance it was intended to hurt the feelings of certain people, was inserted intentionally, and I called it an act of narrow-mindedness, for why should it not be made to swear that he does not belong and is not one of the nation to which he actually belongs?"

It may be as well, perhaps, to add that when mentioned on the subject of this interview by a representative of the "Johannesburg Press" the only Uitlander organ, General Joubert stated at the record it contained of his views was entirely correct. A Dutch paper, *Land en Volk*, has published an interview with the general on the same lines. —*Times*

Mr. Rarebook (to new clerk in book store) — "I want to have a copy of a Gutterberg novel. Clerk (with sad memories of winter nights) — Boy, get this gentleman a copy of the best selling guide."

I fear you have married Robert's divorced wife to Ver. How did you come to do that? (Robert recommends her, his lady friend has been in the market, and you have married her.)

